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## OUR PARIS LETTER.

PARIS, 17th August, 1901.

Apart from the Memorial Service, celebrated in the Lutheran Church, in the Rue Blanche, by the German Embassy and ostensibly for the official and Teutonic worlds, the British Colonists here also held a service in their own church, which was well attended. It was curious to note how slender was the knowledge which the younger members of the English Colony had of the deceased Empress Frederick. However, what they knew was excellent. Their seniors, of about the same age as the late Princess Royal of England, sincerely deplored her loss, and felt the deepest pity for her years of suffering which she bore with the resignation of a martyr. The French Press paid handsome tributes to her character, social worth, and intellectual accomplishments. That will help to wipe out the mistake they committed in hounding her out of Paris a few years ago, when in her art-pilgrimage to this city she sought to allay the hate and thirst of revenge in the vanquished.

Francesco Crispi was regarded by the French as the incarnation of hatred against their country. Was that feeling the offspring of an aggressive or defensive spirit? The French always looked, and still look, down upon Italians: their crime is the ambition to become a nation, and strong enough to support that rôle. The first steps to greatness of all powerful states have been modest; all have had their go-cart days. Now the history of Europe shows that France ever aimed to keep a grip on Italy, and after Solferino, the most astounding event was that France quitted the Peninsula as she did. Napoleon III at that time made "war for an idea," and in exchange for helping to drive away the Austrians, took over Nice and Savoy, for a keep-sake, while occupying Rome, that the French Republic of 1849 wrested from the Garibaldi triumvirate. But in 1870, Italy seized her capital when the French had to go and fight the Germans. That incident is still green in their memory. The Triple Alliance followed, Italy joining in it in order to defend her unity and have a big brother at her back, just as France negotiated for the Russian alliance. That was a blunder again for Gallie pride, and rendered an attack on Italy more than ever unlikely. Next, France seized Tunisia, which Italy had decided to grab; next followed a Customs war, in which France was not victorious, as Italy attacked French products in foreign countries, and extended her commercial relations to Central Europe and England. The campaign in Abyssinia, ending in the disastrous treaty of Adowa, terminated the public career of Crispi. Crispi sought refuge in France in 1895. In deciding upon what was best for Italy, Crispi was not bound to adopt what the French desired.

The French Government has inherited the mantle of building warships—torpedoes are the favourite craft, and next submarines. What the meaning of all this is not clear, as her idea to attack England is folly. A very knowing British official lately stated before a few friends that those who consider the English Government asleep make a grievous error. It works in silence, with Argus-eyes fully open. The revenue returns are bad; their tendency is downward. Nearly all States would be improved by a brightening up of their finances. Even Germany is down on her luck. One fact is to be recorded about Britain: all the battering, huddling, and bantering to which she has been subjected since five years, have been productive of great good. Fresh native blood has been thrown into her trade and industry, and the habit of sending young members of manufacturers' families abroad to study object lessons and read the signs of the times afloat, is bringing forth the hundred fold.

The death of Prince Henri d'Orléans, re-heres France of an explorer who could have well involved his country in difficulties, had not the icy hand of Death cut short his career. He was no friend of England, despite all that the latter did for him and his family. As a public man—he was 34—he destroyed his career by joining in all the intrigues of his country for expelling the English from Egypt—to take their place; he even turned bagman, to get Mendel to assist Marchand; he was sent to China to keep him from becoming a Boulanger, not to say a "Boulanger," just as General Dodd has been kept under the extinguisher at Fashoda; his escapade of kissing in public the wretched Esterhazy as the type of French military chivalry, and of being vanquished in the duel with the Count of Turin, the swordsman who so gallantly defended the Italian Army from his rabid insults. He did all the dirty work, it may be said, for his cousin, the pretender—arcedes ambo—the Duc d'Orléans. The deceased gambled heavily in the racing world, so had no fortune. That deprives the State of possible succession duty, while saving family quarrels over inheritance.

In the region round Paris, the market gardeners have about 1,200 holdings. The cost of cultivation all told is 22,625 francs per hectare—there are 2½ acres in an hectare. The value of the products is 29,150 fr., or a net produce of 6,525 fr. per hectare, say £106 per acre. That is a good return, but the working of the gardens constitutes the worst of slavery. The women after toiling all day gather in and load their carts with vegetables, proceed to the city and central markets, and there wait until business commences at 5 or 6 in the morning; the sales must be over by nine o'clock; then they return with the cash, have their breakfast, and a short sleep, when the same kind of work is resumed. In the gardens, they are engaged in the same work as the men. The 1,200 market gardens give employment to 5,000 work-people of both sexes. Children cannot now help until 13 or 14 years of age. In the days of Louis XVI a market-garden sold outright for 8,000 to 100,000 francs per acre. Now the price is 3 to 4 francs per 40 inches, or one metre square; if for building upon, the

purchasing price would be 500 to 800 francs the square metre.

Two robbers, armed with a guff at the end of a long bamboo cane, passed down a side street and picked off a cage with singing birds; they took the latter, and replaced the cage. They were "ordered to see if the birds were infected with a disease." Arrested and brought to the police station, they protested that they were merely sanitary inspectors—and "bird doctors." On examining the deep pockets of their coats, lots of birds flew out. A young and dashing lady, attired as a smart cyclist, spied a masher on his bike; she displayed great interest in its construction; the gentleman slowed and offered to explain any matter the lady wished; he believed he had made a conquest—so did she. He invited her to just test the ease with which the machine worked. After hesitating a while, she at last consented, asking the gentleman to hold her parcel until her return. He is still waiting for her coming back. The parcel was a collection of rugs encased in a showy case. Two days previously, the bicycle was bought for 600 francs. Two smart and up-to-date tricks on the part of the light-fingered gentry!

The 15th of August is one of the biggest fête days in France, and is a religious one, because dedicated to the Virgin, and later because it is the anniversary of birthdays of every girl called "Marie." Mary in France is not exclusively a woman's name, several men seeking its protection. Napoleon selected it as his birthday. The exact day of your birth is not honoured. The fête is the occasion when to indulge in presents—flowers being chiefly the preferred gifts. Even in the case of the dead, the departed Marias are remembered, by placing wreaths on their graves. But France has the culte des morts, thus attesting that death is not an "eternal sleep."

A curious state of feeling exists actually in Paris, and is openly expressed: traders and shopkeepers, notably, attribute the falling of their business to the folly indulged in about the Boers which has lost to the country its best customers—the English. This amounts to confessing that the French have been punished where they have sinned. The British were not a spasmodic clientele, but a steady, permanent stream, that well repaid tugging. The English now "do" their own country, Germany, Norway, and Italy; they have taken the habit of keeping away from France. As for the Americans, they only pay flying visits; they prefer doing the United Kingdom and Ireland; they are known not to spend money as freely as the English, but their own country can supply all their needs.

There is something wrong about the dog world: the number of wandering dogs at large is enormous. This is due to a more rigorous dunning for the payment of the tax, 10 fr. a year, and also to the fact that since bicycles and motor-cars absorb all the stray moments of their worshippers, there is a slump in dogs. Pasteur urged the destruction of all wandering dogs as the best preventive of hydrophobia. Despite that drastic decree, the cry is still they come. The veterinary inspectors for Paris, and the suburbs report that the number of mad dogs and cats destroyed during last year (1900) was 807, being an increase of 25 per cent; 1,694 persons were bitten by dogs in 1900 in the capital alone, and 9 of the cases, though treated at the Pasteur Institute, proved fatal. The bones of destroyed dogs and cats is made into charcoal and used to refine our sugar, while their skins are converted into gloves.

The wine-harvest will be very abundant. Already vine-growers are at their wits' end as to where they can obtain the necessary empty barrels to fill with the out-pur of the vine-presses. French wines do not find so ready a market as formerly, owing to increased competition.

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Hongkong, 1st August, 1901.

[1331]

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LONDON	BOMBAY	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On about 21st inst.
LONDON, &c. via Ports of Call.	CHUSAN	Brit. str.	2 m.		P. & O. S. N. Co.	On 24th inst. at Noon
LONDON	AXAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st October
LONDON	PYRREUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October
LONDON	CALCHAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th October
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LIVERPOOL DIRECT	DARDA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November
REMEN, via Ports of Call.	PRINZ HEINRICH	Ger. str.	2 m.	R. Heintze	MESSAGERIES MARITIMES	To-morrow at Noon
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MARSEILLES, &c. via Ports of Call.	INDUS	Ger. str.	2 m.	Duchateau	MESSAGERIES MARITIMES	On 24th inst. at 1 P.M.
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SAN FRANCISCO via SHANGHAI, &c.	CARLEME CITY	Brit. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
SAN DIEGO, &c. via MOJI, &c.	ROSETTA MARU	Jap. str.	2 m.	St. John George	NIPPON YUSEN KAISHA	On 3rd Oct. at Noon
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YOKOHAMA & KOBE	CEYLON	Brit. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst. at Daylight
KOBE & YOKOHAMA	INABA MARU	Jap. str.	2 m.	Bindloss	SHEWAN, TOMES & CO.	On 20th inst. at Noon
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	KWEIYANG	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On or about 27th inst.
TIENSIN	BENGAL	Ger. str.	2 m.	H. Magill	MELCHERS & CO.	Quick despatch
SHANGHAI	HAMBURG	Jap. str.	2 m.	K. Sanki	MITSUI BUSSAN KAISHA	To-morrow
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	MAIERU MARU	Jap. str.	2 m.	S. Atami	MITSUI BUSSAN KAISHA	On 24th inst. at Daylight
ANPING, via SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	K. Sobajima	MITSUI BUSSAN KAISHA	On 22nd inst.
FOOCHOW, via SWATOW & AMOY	DAIGI MARU	Jap. str.	2 m.	Davis	BUTTERFIELD & SWIRE	On 21st inst.
AMOY & SHANGHAI	WHAMPONG	Brit. str.	2 m.		DOUGLAS LARPAK & CO.	On 20th inst. at Noon
AMOY & SHANGHAI	HAICHING	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day
AMOY & TAMSUI	WONGSUNG	Brit. str.	2 m.	Rosch	DOUGLAS LARPAK & CO.	On 20th inst. at 10 A.M.
SWATOW & SHANGHAI	HAITAN	Brit. str.	2 m.	J. E. McArthur	BUTTERFIELD & SWIRE	To-day
SWATOW, AMOY & FOOCHOW	SUNGKIANG	Brit. str.	2 m.	W. W. Cooke, R.N.R.	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
MANILA & ILOILO	PELLE	Brit. str.	2 m.	Payne	P. & O. S. N. Co.	On or about 5th October
MANILA	TIENSIN	Brit. str.	2 m.		JARDINE, MATHESON & CO.	On 24th inst. at Noon
SINGAPORE, PENANG & BOMBAY	LIENSANG	Brit. str.	2 m.			
SINGAPORE, PENANG & CALCUTTA						

## SHIPPING.

**ARRIVALS.**  
Sept. 16, City of Peking, American str., 3.128.  
J. T. Smith, San Francisco 21st August  
and Shanghai 14th Sept., Mails and General.  
Sept. 16, Dardanelles, American str., 700, Best.  
Nippon 14th Sept., General—CHINESE.  
Sept. 16, Hailong, British str., 782, H.  
Bathurst, Haiphong 13th September and  
Hollow 15th, Pigs and Rice—DODWELL  
LAPRAK & CO.  
Sept. 16, Bajan, British transport, 3.334, J. S.  
Leftwich, Shanghai 13th September.  
Sept. 16, Taishan, British steamer, 1.122, E.  
Storrell, Bangkok 9th Sept., Rice—BRAD-  
LEY & CO.  
Sept. 15, Whampoa, British str., 1.109, Leavers,  
Shanghai, Amoy and Swatow 15th Sept.,  
General—BUTTERFIELD & SWIRE.

## CLEARANCES.

At the Harbour Master's Office.  
16th September.  
Aragonia, German str., for Singapore.  
Elita Nossack, German str., for Shanghai.  
Haitch, British str., for Swatow.  
Michael, German str., for Haiphong.  
Rigby, Japanese str., for Shanghai.  
Wampoa, British str., for Canton.  
Wongung, British str., for Swatow.

## DEPARTURES.

16th September.  
DAYBROOK, American str., for Canton.  
ELITA NOSSACK, German str., for Shanghai.  
QUANTA, German str., for Canton.

## VESSELS IN DOCK.

Kowloon Docks—Canton River, Victoria,  
Georges Valentine, Zafro, Elcano, Chungsha,  
Empress of Japan, Loising, Dragon,  
COSMOPOLITAN DOCK—Loongmoon.

## SHIPPING REPORTS.

The British transport *Rajah*, from Shanghai  
13th Sept., had strong N.E. winds and heavy  
waves in the Channel.  
The British steamer *Whampoa*, from Shang-  
hai, Amoy and Swatow 15th Sept., had moderate  
N.E. winds and sea, clear and fine weather  
throughout.  
The British steamer *Taishan*, from Bangkok  
9th Sept., had moderate S.W. winds to Cape  
Padaran; thence to port light N.E. winds and  
fine, clear weather.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbour:  
CELESTE BURELL, British ship, Jeffrey.  
Order.  
HELEN A. WYMAN, American ship, Vanhous.  
—Arnhold, Karberg & Co.  
I. F. CHAPMAN, American ship, Chapman.  
—Arnhold, Karberg & Co.  
L. SCHEFF, American ship, C. S. Kendall.  
—Carlwitz & Co.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, CALCUTTA,  
COLOMBO, ADEN, SUEZ, PORT  
SAID, ROME AND TRIESTE.  
(Taking cargo at through rates to the Brazils,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VERICE and ADRIATIC PORTS.)  
THE Company's Steamship.

CHINA.  
Captain A. Leva, will be despatched as above  
TO-DAY, the 17th September, r.m.  
For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.  
Agents.  
Hongkong, 29th August, 1901.

## VESSELS ON THE BERTH

"SHIRE" LINE.  
FOR NAGASAKI, KOBE AND  
YOKOHAMA.

THE Steamship  
"RADNORSHIRE,"  
Captain Bindloss, will be despatched for the  
above ports TO-DAY, the 17th inst., at Noon.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 14th September, 1901. [2343]

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"PERLA."  
Captain J. E. McArthur, will be despatched as  
above TO-MORROW, the 18th inst.,  
at 5 P.M.  
The attention of Passengers is directed to  
the excellent accommodation provided by this  
steamer. She is fitted throughout with Electric  
Light and is supplied with a Refrigerating  
Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th September, 1901. [2343]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR ANPING (via SWATOW AND  
AMOY).

THE Company's Steamship

"MAIDZURU MARU."  
Captain K. Suzuki, will be despatched for the  
above ports TO-MORROW, the 18th  
September.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 5th September, 1901. [18]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES  
—MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "CARLEME CITY" ..... On 19th Sept.  
S.S. "STRATHGYLE" ..... On 15th Oct.

THE Steamship "CARLEME CITY" will  
be despatched for SAN DIEGO and  
SAN FRANCISCO via MOJI, KOBE and  
YOKOHAMA on THURSDAY, the 19th  
September.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of goods is required.

Consular Invoices, to accompany Cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 17th September, 1901. [14]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR  
STEAMERS  
TO SAIL ON  
REMARKS.

LONDON ..... { BOMBAY ..... } About 21st } Freight or Passage.  
H. S. Bradshaw } September }  
YOKOHAMA via  
SHANGHAI, ..... { CEYLON ..... } About 21st } Freight or Passage.  
and KOBE ..... W. Hayward, R.N.R. } September }  
(Passing through the  
Inland Sea)

SHANGHAI ..... { BENGAL ..... } About 27th } Freight or Passage.  
L. Valentini ..... } September }  
LONDON, &c. .... { CHUSAN ..... } Noon, 28th } See Special Advertisement.  
C. L. Daniel ..... } September }

SINGAPORE, PENANG, \* TIENSIN ..... About 5th } Freight only.  
& BOMBAY ..... W. W. Cooke, R.N.R. } October }

\* Calling at Colombo should sufficient inducement be offering.

For Further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 13th September, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF JAPAN" ..... Comdr. H. Pybas, R.N.R. .... WEDNESDAY, 25th Sept., 1901  
"EMPRESS OF CHINA" ..... Comdr. B. Archibald, R.N.R. .... WEDNESDAY, 23rd Oct., 1901  
"TARTAR" ..... 4,425 Tons, Comdr. E. Beetham, R.N.R. .... WEDNESDAY, 6th Nov., 1901  
"EMPRESS OF INDIA" ..... Comdr. O. P. Marshall, R.N.R. .... WEDNESDAY, 20th Nov., 1901  
"ATHENIAN" ..... 3,882 Tons, Capt. H. Mowat ..... WEDNESDAY, 4th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-  
COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey,  
and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN  
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC  
TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec,  
Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great  
Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Rotary  
tickets to various points at reduced rates. Good for 3, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unexcelled.

\* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed  
on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,  
taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN"  
takes 2nd Cabin Passengers with accommodation, unexcelled, on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually  
made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pender's Street.

Hongkong, 10th September, 1901.

IMPERIAL GERMAN MAIL  
LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
PRINZ HEINRICH	HAVRE, BREMEN & HAMBURG	On 18th Sept. Freight.
PREUSSEN	(Calling at Singapore and Penang)	On 21st Sept. Freight.
HAMBURG (Hamburg-Amerika Linie)	(Calling at Singapore and Penang)	On 5th Oct. Freight.
SACHSEN	HAVRE, BREMEN & HAMBURG	On 19th Oct. Freight.
KIAUTSCHOU (Hamburg-Amerika Linie)	(Calling at Singapore and Penang)	On 2nd Nov. Freight.
BAYERN	HAVRE & HAMBURG	On 16th Nov. Freight.
STUTTGART	(Calling at Singapore and Penang)	On 30th Nov. Freight.
KONIG ALBERT	HAVRE & HAMBURG	On 13th Dec. Freight.
PRINZESS TRENE	(Calling at Singapore and Penang)	On 27th Dec. Freight.
PRINZ HEINRICH	HAVRE & HAMBURG	On 10th Jan. 1902
PREUSSEN	(Calling at Singapore and Penang)	On 24th Jan. 1902
HAMBURG (Hamburg-Amerika Linie)	(Calling at Singapore and Penang)	On 7th Feb. 1902
SACHSEN	HAVRE & HAMBURG	On 21st Feb. 1902

ON WEDNESDAY, the 19th day of September, 1901, at Noon, the Steamship "PRINZ  
HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS,  
PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES  
and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 16th September, Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 17th September, and Parcels  
will be received at the Agency's Office until Noon on TUESDAY, the 17th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.

Hongkong, 10th September, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GOSPOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

DESTINATIONS.

SAILING DATES.

ANDALUSIA ..... (Havre, Bremen & Hamburg) ..... On 21st Sept. Freight.

ARABIA ..... (Havre & Hamburg) ..... On 5th Oct. Freight.

KOENIGSBERG ..... (Havre, Bremen & Hamburg) ..... On 19th Oct. Freight.

BAMBERG ..... (Havre & Hamburg) ..... On 2nd Nov. Freight.

SEGOTIA ..... (Havre & Hamburg) ..... On 16th Nov. Freight.

MARBURG ..... (Havre & Hamburg) ..... On 30th Nov. Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1  
[1051]

Hongkong, 12th September, 1901.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	Days
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 19th September.
GLASGOW and LIVERPOOL	"ALCHAS"	On 26th September.
GLASGOW and LIVERPOOL	"NESIOR"	On 1st October.
GLASGOW and LIVERPOOL	"LAERTES"	On 9th October.

FOR	HOMWARDS.	TO SAIL
LONDON	"IDOMENEUS"	On 18th September.
LONDON	"AJAX"	On 1st October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALOCHAS"	On 29th October.
LONDON	"NESTOR"	On 1st November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL Direct	"ULYSSES"	On 15th October.

(Taking Cargo at London Rates)  
LIVERPOOL Direct  
(Taking Cargo at London Rates)  
The S.S. "AGAMEMNON" left Singapore on the 14th instant, and is due here on the 19th instant.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 16th September, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW & SHANGHAI	"WOOSUNG"	On 17th September.
MANILA & ILOILO	"SUNGKIANG"	On 17th September.
AMOI & SHANGHAI	"WHAMPOA"	On 21st September.
TIENTSIN	"RWEIYANG"	On 23rd September.

\* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 16th September, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 17, 1901, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 12, 1901, at Noon.

NITPOY MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Nov. 5, 1901, at Noon.

## THE Twin-Screw Steamship

"AMERICA MARU" will be despatched to SAN FRANCISCO via AMOI, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 17th September, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Pacific Ports, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY,  
Acting Agent.

Hongkong, 26th August, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBÉ.  
THE Company's Steamship  
"TRIESTE" will leave for the above places on THURSDAY, the 20th inst. p.m.

For Freight or Passage, apply to  
**SANDER & WILSON & CO.,**  
Agents.

Hongkong, 13th September, 1901.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIEL"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DOERIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Europe, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,  
ACTING AGENT.

Hongkong, 11th September, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOI.

THE Company's Steamship

"DAIGI MARU"

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 22nd inst.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 28th August, 1901.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENGYLE"

Captain T. Darke, will be despatched as above on SATURDAY, the 28th September.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 28th August, 1901.

## FOR NEW YORK.

THE 3/4 A II American ship

"L. SCHEPP"

Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to

CARLOWITZ & CO.

Hongkong, 18th July 1901.

## FOR NEW YORK.

THE 3/4 A II American ship

"MANUEL LLAGUNA"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 11th July, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China, and the Philippines, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to construct for the conveyance of Goods from the Pacific Coast and interior

points of U.S.A. to the Orient.

For further particulars, apply to

THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICE, 100, Queen's Road, Hongkong.

To the Agents of the Company at Japan, China, Philippines, and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, HONGKONG.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL" ... On 25th September.

"SATEUMA" ... On 29th October.

"KURDISTAN" ... On 5th November.

"LENNOX" ... On 27th November.

"RICHMOND CASTLE" End of November.

"ORONAY" ...

"HILGLEN" ...

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 14th September, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOI.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th September, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE"

Captain St. John George, will be despatched for the above ports on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th September, 1901.

## UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LONGSHIPS"

Captain Moore, will be despatched as above on about 15th October.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 11th September, 1901.

## HONGKONG.

Ailes Craig, Brit. str., 2,168, Robertson, Sept. 14.	M. B. Kaisha
Amara, British str., 1,566, Matlock, Sept. 15.	Jardine, Matheson & Co
America Maru, Jap. str., 3,463, Gohing, Sept. 7.	Tovo Kisen Kaisha
Aragonia, German str., 3,324, Forst, Sept. 14.	Hamburg-Amerika Linie
Aristea, Austrian str., 2,208, Scopinich, Aug. 29.	Mitsui Bussan Kaisha
Ataka, British steamer, 2,397, Learz, Sept. 14.	Shewan, Tomes & Co
Babe along, Ger. str., 1,379, Beckmann, Sept. 7.	East Asiatic Trading Co., Ltd.
Canton, British str., 1,110, Lawrence, Sept. 13.	Jardine, Matheson & Co
Carlisle City, British str., 1,894, Paterson, Sept. 12.	Butterfield & Swire
Changshun, British str., 1,463, Moore, Sept. 12.	Butterfield & Swire
Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8.	Japanesen
Chedra, British str., 1,564, Cox, Sept. 11.	Jardine, Matheson & Co
China, Austrian str., 3,855, Lova, Sept. 14.	Sander, Wieler & Co
City of Peking, Amr. str., 3,128, Smith, Sept. 16.	P. M. S. S. Co
Decima, German str., 794, Schlaikier, Sept. 15.	Siemssen & Co
Elcano, American str., 510, Altonaza, Sept. 3.	Brandao & Co
Empress of Japan, British str., 3,003, Pybus, Sept. 11.	C. P. B. Co
Halong, British str., 783, Bathurst, Sept. 16.	Douglas Laprak & Co
Haitan, British steamer, 1,183, Rouch, Sept. 15.	Douglas Laprak & Co
Hue, French steamer, 704, Godinau, Sept. 15.	A. R. Marty
Keongwari, German str., 1,115, Rieger, Sept. 11.	Melchers & Co
Konigsberg, Ger. str., 2,086, Bruha, Sept. 12.	Hamburg-Amerika Linie
Kour Maru, Jap. str., 1,783, Minamikawa, Sept. 11.	Japanesen
Laisun, British str., 2,224, Payne, Aug. 28.	Jardine, Matheson & Co
Maiduru Maru, Japanese str., 667, Saitan, Sept. 14.	Mitsui Bussan Kaisha
Michael Jensen, Ger. str., 710, Jensen, Sept. 4.	Jabara & Co
Monkhat, German str., 852, Gotache, Sept. 10.	Melchers & Co
Onsarg, British str., 1,787, Davis, Aug. 16.	Jardine, Matheson & Co
Parla, British str., 1,284, McArthur, Sept. 14.	Shewan, Tomes & Co
Piccola, German str., 875, Muller, Sept. 2.	East Asiatic Trading Co
Radnorshire, British str., 1,889, Bindloss, Sept. 10.	Shewan, Tomes & Co
Rajaburi, German str., 1,189, Ahlborn, Sept. 15.	Butterfield & Swire
Satsuma, British str., 1,200, McIntosh, Sept. 3.	Dodwell & Co, Limited
Sangkang, British str., 1,021, Moore, Sept. 11.	Butterfield & Swire
Taishan, British str., 1,122, Stovell, Sept. 16.	Bradley & Co
Tetartus, German str., 1,518, Bruhn, Sept. 12.	Siemssen & Co
Trigonia, British str., 1,069, Powell, Aug. 21.	Arnhold, Karberg & Co
Victoria, American str., 2,112, Pantan, Aug. 1.	Dodwell & Co, Limited
Whampoa, British str., 1,108, Laver, Sept. 16.	Butterfield & Swire

## SAILING VESSELS.

Brixen, French ship, 1,400, Goutier, Aug. 7.	Order
Celeste Burrit, British ship, 1,764, Jeffry, May 29.	Order
Geo. Valentine, Fren. bark, 768, Harbert, Aug. 23.	Order
Helen A. Wilson, Amr. ship, 1,664, Vanhous, Sept. 10.	Arnhold, Karberg & Co
I. E. Chapman, Amr. ship, 2,013, Chapman, Aug. 10.	Arnhold, Karberg & Co
Launberg, Brit. bark, 1,215, McDougall, Aug. 14.	Master
L. Schopp, Amr. ship, 1,673, Kendall, July 5.	Carlowitz & Co
Manuel Laguna, Amr. ship, 1,650, Nichols, June 30.	Standard Oil Co
M. de Villars, French bark, 1,171, Rionat, May 31.	E. A. Trading Co, Limited
Seawitch, Amr. ship, 1,172, Hovos, Feb. 21.	Master
State of Maine, Amr. ship, 1,467, Colcord, Sept. 8.	Standard Oil Co
Susquehanna, Amr. ship, 2,690, Bailey, July 25.	Order
Vale of Doon, British bark, 672, Petersen, Aug. 13.	Sander, Wieler & Co

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

	Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, Taku.
	Albion, battleship, 12,950 tons, Captain W. W. Hewett, at Hongkong.
	Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.
	Arcturus, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung.
	Argonaut, battleship, 11,000 tons, 16 guns, 10,000 h.p., Capt. G. H. Cherry, R.N., at Chinkiang.
	Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai.
	Aurora, cruiser, 5,000 tons, 12 guns, 5,500 h.p., Capt. E. H. Day, C.B., at Woosung.
	Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. S. Warrander, at Weihaiwei.
	Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,111 h.p., Capt. F. H. Henderson, C.M.G., at Woosung.
	Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu.
	Brisk, cruiser, 6 guns, 5,300 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Hankow.
	Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei.
	Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Amoy.
	Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildard, at Weihaiwei.
	Eclipse, cruiser, 5,600 tons, Captain Stokes, at Amoy.
	Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei.
	Esak, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai.
	Fame, torpedo-boat destroyer, 380 tons, 6 guns, 2,700 h.p., in reserve, at Hongkong.
	Firebrand, gunboat, 455 tons, 4 guns, 380 h.p., Lieut. Comdr. C. P. Beatty, Plover, Canton.
	Glory, battleship, 12,950 tons, Captain W. W. Hewett, at Weihaiwei.
	Goliath, battleship, 12,950 tons, 16 guns, 10,000 h.p., Capt. Lewis E. Wintz, at Anking.
	Handy, torpedo-boat destroyer, 380 tons, 6 guns, 2,700 h.p., Lieut. Comdr. G. C. Harcourt, at Shanghai.
	Hart, torpedo-boat destroyer, 380 tons, 6 guns, 2,700 h.p., in reserve, at Hongkong.
	Humber, storeship, 1,834 tons, Comdr. H. S. Wrey, at Shanghai.
	Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Thos. Windham, at Hongkong.
	Janus, torpedo-boat destroyer, in reserve, at Hongkong.



